Motion Nos. 28 to 36.

The following motions were deemed to have lapsed, the time for the Demand being expired.

MR. N. NARAYANA KURUP :

28. To reduce the allotment of Rs. 7,74, 404 for District Police by Rs. 5.

MR. G. VELU PILLAI :

29. To reduce the allotment of Rs 7,74,404 for District Police by Re. 1.

MR. P. S. MUHAMED :

30. To reduce the allotment of Rs. 7,74,404 for District Police by Re. 1.

MR. S. NARAYANA PILLAI :

31. To reduce the allotment of Rs. 7,74,404 for District Police by Re. 1.

Motion for reduction of total grant under Demand XVI.

MR. K. NARAYANAPERUMAL NADAR :

32. To reduce the total allotment of Rs. 8,56,160 under Demand XVI by Re. 1

MR. K. NARAYANAPERUMAL NADAR :

33. To reduce the total allotment of Rs. 8,56,160 under Demand XVI by Re. 1.

MR. K. NARAYANAPERUMAL NADAR :

34. To reduce the total allotment of Rs. 8,56,160 under Demand XVI by Re. 1.

MR. K. NARAYANAPERUMAL NADAR :

35. To reduce the total allotment of Rs. 8,56,160 under Demand XVI by Re. 1.

MR. P. S. MUHAMED :

36. To reduce the total allotment of Rs. 8,56,160 under Demand XVI by Re. 1.

The question that Government be granted a sum of Rs. 8,56,160 under Demand XVI-- Police—was put and carried.

The motion was passed and the grant was made.

PRESIDENT : The House will now adjourn.

The House adjourned at 1-5 P. M.

The House re-assembled at 2 0' clock with the President in the chair.

NEW MEMBER SWORN IN.

Mr. K. R. Narayana Aiyar took the oath and signed the Rolls.

DEMAND XVII—PORTS.

RAJYASEVAPRAVINA M. K. NILAKANTA AIYAR : Sir, I rise to move for a grant of Rs. 23,343 under Demand XVII—Ports.

MR. P. KUNJUKRISHNAN : Sir, I move to reduce the allotment of Rs. 23,343 under Demand XVII —Ports. The object of my motion is to point out the necessity of constructing a pier at Quilon. Sir, the question of a pier for Quilon has been engaging the attention of the public and the Government for the last few decades. If we go through the proceedings of the Legislature for the last 2 decades it

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[Mr. P. Kunjukrishnan].

will be seen that the importance of a pier at Quilon has been stressed year after year and that Government also have recognised the necessity of a pier in the locality. Now, Sir, I do not want to go into the details of the question. At one time it appears an Engineer was asked to make an estimate for a pier at Quilon and I understand an amount of about one lakh of rupees was sanctioned for the construction of it. After that no steps have been taken to construct the pier. Now, Sir, the natural advantages that Quilon enjoys in the matter of a harbour it is not necessary for me to describe, because, as I understand the Government themselves are aware of it. It is on account of this that from very early days that Quilon was reputed as one of the most important ports of the West Coast. At present Quilon enjoys great importance as a commercial and manufacturing centre and the volume of trade that is being carried on in Quilon and the statistics there on would give satisfactory proof for the necessity of constructing a pier. It will not only augment the revenues of the State but will also increase the industrial and manufacturing capacity of the State. And by that it will add to the material prosperity of the State as a whole. Now, Sir, it appears that representations have been made by the Merchants' Association at Quilon very recently requesting the Government that the matter be immediately taken up. I do not know what steps Government have taken on these representations. Honourable member, Mr. Periera who represents the Commerce side of my constituency stressed during the last session the immediate necessity for constructing, a pier at Quilon. Now, I will submit that the position requires a thorough enquiry and immediate action. I admit the fact that we have got the advantages derived from the Cochin Harbour and the Alleppey Port. But in view of the fact that Quilon is a great cashew producing, ilmenite, tiles and textiles and coir centre and in view of its proximity to the Ceramic Factory, it is for the Government to consider whether the construction of a pier at Quilon will not facilitate the increase of industry and commerce in the State. The expenses which the manufacturing and industrial people have to meet on account of their being forced to carry things to Alleppey or Cochin would considerably be reduced if a pier is constructed at Quilon. I would also submit, Sir, that the construction of a pier will not take up much money. If a proper enquiry is made and if a proper estimate is gone into, I am sure the matter will become very much easier. With these words, I commend the motion for the acceptance of the House.

MR. S. NARAYANA PILLAI: Sir, I support the motion. The Commercial importance of Quilon cannot be minimised. I understand, Sir, that the Commercial community at Quilon had represented to Government the necessity for a pier at Quilon and as a result of their representation investigations were made by some firms and by Government for constructing a pier at Quilon. Estimates also have been prepared with regard to the expenditure to be incurred. According to my information, I understand that a memorandum has been submitted showing the details of the expenditure. About two years ago, the

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administration report of the Forest Department stated that a quantity of timber was set apart for putting up a pier at Quilon. But I fear, nothing has come out of that. Therefore, I would request that in view of the growing importance of Quilon as a commercial centre and in view of its reputation as an ancient port Government will be pleased to make early arrangements to provide this amenity to the town of Quilon.

MR. T. C. KESAVA PILLAI : സർ, തിരുവിതാംകൂറിലെ പല സ്ഥലങ്ങളിൽനിന്നും വിദേശങ്ങളിലേക്കു സാമാനങ്ങൾ അയയ്ക്കുകയും വിദേശങ്ങളിൽനിന്ന് ഇറക്കുകയുംചെയ്യുന്നു. ഇപ്രകാരം നടത്തിവരുന്നതു് ഭൂരിപക്ഷവും കൊച്ചി, കൊല്ലം, ആലപ്പുഴ മുതലായ തുറമുഖങ്ങളിൽക്കൂടിയാണു്. സമീപകാലത്തു കൊല്ലത്തിനടുത്തുള്ള കോഴിത്തോട്ടാ എന്ന പോർട്ടുവഴി ഇൽമനൈറ് മുതലായ സാമാനങ്ങൾ വിദേശങ്ങളിലേക്കയച്ചുവരുന്നു. മഴക്കാലത്തു് എല്ലാ സാധനങ്ങളും കൊച്ചിതുറമുഖംവഴി അയയ്ക്കേണ്ടിയിരിക്കുന്നു. ഈ വിഷയത്തെപ്പറ്റി ഗാഢമായി ചിന്തിക്കേണ്ടതായിട്ടുണ്ടു്. സർവകാലങ്ങളിലും തിരുവിതാംകൂറിൽ കയറ്റുമതിയും ഇറക്കുമതിയും ചെയ്യത്തക്കവണ്ണം സൗകര്യമായ ഒരു പോർട്ടു് ഏതാണെന്നു കണ്ടുപിടിച്ചതിനുശേഷമെ പോർട്ടുകൾ നന്നാക്കുന്ന വിഷയത്തിൽ പണം ചെലവാക്കാവൂ എന്നാണു് എന്റെ അഭിപ്രായം.

ഇവിടത്തെ തുറമുഖങ്ങളിൽ ഏതാനുംകാലത്തുമാത്രമെ ചരക്കുകൾ കയറാനും ഇറക്കാനും നിവൃത്തിയുള്ളു. അതുകൊണ്ടു് നമ്മുടെ സാധനങ്ങൾ അധികവും കൊച്ചിതുറമുഖംവഴിയാണു പോകുന്നതു്. കൊച്ചിതുറമുഖത്തിൽനിന്നും കിട്ടുന്ന ആദായത്തിൽ ഒരു ശതമാനത്തിനുമാത്രമെ നമുക്കു് അവകാശമുള്ളു. ഗതാഗതത്തിനുള്ള സൗകര്യംനിമിത്തം കൊല്ലം, ആലപ്പുഴ, കൊച്ചി ഈ തുറമുഖങ്ങളെ നമുക്കു ഒന്നായിട്ടു ഗണിക്കാം. എന്നാൽ കളച്ചൽ മുതലായ സ്ഥലങ്ങളിൽ സീസൺ ഇല്ലാത്തകാലത്തു് സാമാനങ്ങൾ കയറ്റി അയയ്ക്കുന്നതിനൊ ഇറക്കുന്നതിനൊ സൗകര്യമില്ല. എല്ലാക്കാലത്തേക്കും കയറ്റുമതിയും ഇറക്കുമതിയും നടത്തുന്നതിനു സൗകര്യമായിട്ടുള്ള ഒരു പോർട്ടു് കന്യാകുമാരിക്കു അടുത്തുള്ള വിഴിഞ്ഞം (ശ്രീമൂലവാരം) ആണു്. ആ സ്ഥലം ഒരു വലിയ കുളംപോലെ കിടക്കുന്നതുകൊണ്ടു് ഏതുകാലത്തും കപ്പലുകൾക്കു നിർബാധം അവിടെനിന്നു സാമാനം കയറ്റുകയും ഇറക്കുകയും ചെയ്യാം. ഇതിലേക്കു വലുതായ പണച്ചെലവു വേണ്ടിവരികയില്ല. അവിടെയുള്ള ചില പാറകൾമാത്രം പൊട്ടിച്ചാൽമതി. എന്നാൽ എ. വി. എം. കുമാർ ഇതിനോടുകൂടി ചേർക്കുന്നപക്ഷം പല സ്ഥലങ്ങളിൽനിന്നുമുള്ള സാമാനങ്ങൾ ഇവിടെ കൊണ്ടുവരുന്നതിനു സൗകര്യമുണ്ടു്. ഇതിനുപുറമെ തിരുനെൽ

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[Mr. T. C. Kesava Pillai.]

വേലി, നാഞ്ഞണശേരി മുതലായ സ്ഥലങ്ങളിൽനിന്നും പോകുന്ന സാമാനങ്ങളെല്ലാം ലീപുരംവഴി പോകയും അതിൽനിന്ന് നമുക്കു ആദായം കിട്ടുകയുംചെയ്യും. അതുകൊണ്ട് ഈ തുറമുഖം ശരിപ്പെടുത്തണമെന്നാണു എനിക്കു പറയുവാനുള്ളതു്. കൊല്ലത്തു പീയർ കെട്ടുന്നതിനെ സംബന്ധിച്ചു് ഇപ്പോഴത്തെ ഇരുമ്പു വിലക്കുടുതൽകൊണ്ട് അതു ഉടനടി സാധിക്കാവുന്നതാണെന്നു എനിക്കു തോന്നുന്നില്ല. ഏതായാലും ഞാൻ ഈ ഉപക്ഷേപത്തെ പ്രതിക്ഷേപിക്കുന്നില്ല.

MR. P. S. MUHAMMED : സർ, ഞാൻ ഈ ഉപക്ഷേപത്തെ അനുക്ഷേപിക്കുന്നു. തിരുവിതാംക്കൂറിലെ ഒരു വലിയ ഭാഗവും കടലിനാൽ ചുറ്റപ്പെട്ടതാണ്. നമ്മുടെ വാണിജ്യാഭിവൃദ്ധി കയറുമതിയേയും ഇറക്കുമതിയേയും ആശ്രയിച്ചാണ് ഇരിക്കുന്നതു്. കൊച്ചി തുറമുഖത്തുനിന്നും നമുക്ക് ആദായം ലഭിക്കുന്നുണ്ടു്. ആദായത്തെ സംബന്ധിച്ചുമാത്രം പറയുകയാണെങ്കിൽ ഇനിയും ക്ലേശതൽ സംഖ്യചെലവുചെയ്തു നമ്മുടെ തുറമുഖങ്ങളും നന്നാക്കണമെന്നു പറയുന്ന വാദത്തിനു വലിയ ശക്തിയുണ്ടെന്നു തോന്നുന്നില്ല. ഇവിടെ രാജ്യത്തിന്റെ ഐശ്വര്യത്തെയാണം പ്രധാനമായി കരുതാൻ. ഇന്നു തിരുവിതാംക്കൂറിനെ അഭിമുഖീകരിക്കുന്ന ഏറ്റവും പ്രധാനമായ പ്രശ്നം തൊഴിലില്ലായ്മയാണ്. അതിനു ഏതെല്ലാംവിധത്തിൽ പരിഹാരമുണ്ടാക്കുവാൻ സാധിക്കുമോ ആ മാർഗ്ഗങ്ങളിൽക്കൂടി പ്രവർത്തിക്കേണ്ടതു് ഗവണ്മെൻറിന്റെ മുമതലയാകുന്നു. തിരുവിതാംക്കൂറിന്റെ ഒരു വലിയ ഭാഗവും സമുദ്രതീരമാകയാൽ എവിടെയെല്ലാം പോർട്ടുണ്ടാക്കാൻ സൗകര്യമുണ്ടോ അവിടെയെല്ലാം പോർട്ടുണ്ടാക്കിയാൽ സാമാനങ്ങളം കയറുന്നതിലും ഇറക്കുന്നതിലും അനേകം പേക്കു ജോലിചെയ്തു ഉപജീവനം കഴിക്കുന്നതിനു സൗകര്യമുണ്ടാകും.

ആലപ്പുഴ കഴിഞ്ഞാൽ പിന്നീടു പ്രധാനമായ ഒരു കമ്മേർഷ്യൽ സെൻറർ കൊല്ലം ആണ്. അവിടെ വലുതായ കച്ചവടം നടക്കുന്നുണ്ടു്. വളരെ കാലമായി കയറുമതിയും ഇറക്കുമതിയും നടന്നുവരുന്ന ഒരു പ്രധാന തുറമുഖമാണു കൊല്ലം. ധാരാളം ഫാക്ടറികളം ഉള്ളതുകൊണ്ടു് അവിടം ഒരു വ്യവസായകേന്ദ്രവുമാണ്. അവിടെ ഒരു പീയർ ഉണ്ടാക്കി അതിനെ അഭിവൃദ്ധിപ്പെടുത്തുകയെന്നുള്ളതു ഏറ്റവും ആവശ്യമായ ഒരു സംഗതിയാകുന്നു.

MR. JANARDANAN NAIR : കൊല്ലംമുതൽ വടക്കോട്ടുള്ള തുറമുഖങ്ങളിലെ ആദായം കൊച്ചി തുറമുഖത്തിന്റെ ആദായത്തോടുകൂടി ചേർത്തു വീതിക്കപ്പെടേണ്ടതാണെന്നു മെംബർക്കറിയാമൊ?

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MR. P. S. MUHAMMED : അറിയാം. അതുകൊണ്ടാണു ഞാൻ ആദ്യമെ ആദായത്തെമാത്രം നോക്കുകയാണെങ്കിൽ ഇവിടത്തെ തുറമുഖങ്ങൾ അഭിവൃദ്ധിപ്പെടുത്തണമെന്നുള്ള വാദത്തിനു വലിയ ശക്തിയില്ലെന്നും, എന്നാൽ അതല്ല നാം നോക്കേണ്ടതെന്നും, ജനങ്ങൾക്കു തൊഴിലുണ്ടാക്കി കൊടുക്കേണ്ടതിലാണു നമ്മുടെ ശ്രദ്ധ പതിയേണ്ടതെന്നും, അതുകൊണ്ടു പോർട്ടുകളെ അഭിവൃദ്ധിപ്പെടുത്തേണ്ടതാവശ്യമാണെന്നും പ്രസ്താവിച്ചതു്.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI : കൊച്ചി തുറമുഖത്തിലെ ആദായം വിഭജനം ചെയ്യുന്ന അവസരത്തിൽ കയറ്റുമതി തീരുവമാത്രമെ ഉൾപ്പെടുകയൊള്ളൂ അതല്ല ഇറക്കുമതി തീരുവയുംകൂടി ഉൾപ്പെടുമൊ?

MR. P. S. MUHAMED : കസ്റ്റംസിന്റെ ഓഫീയാണെന്നാണ് എന്റെ അറിവു്. അതിനെപ്പറ്റി ക്രൂടുതൽ അന്വേഷിക്കയൊ പഠിക്കയൊ ചെയ്യുന്നതിനുള്ള സന്ദർഭം എനിക്കുണ്ടായില്ല. അതുകൊണ്ടു ഖണ്ഡിതമായ ഒരഭിപ്രായം പറയുവാൻ നിവർത്തിയില്ല. എന്റെ അറിവിൽപെട്ടിടത്തോളം ഇറക്കുമതി തീരുവയാണ് ഭാഗത്തിൽ പെടുന്നതു്.

MR. JANARDHANAN NAIR : കൊച്ചി തുറമുഖത്തുനിന്നും ഇറക്കുമതിചെയ്യുന്ന ചരക്കുകളധികവും കായൽ വഴി അരുക്കുറ്റിയിൽക്കൂടിയാണൊ തീരുവിതാംകൂറിൽ വരുന്നതു എന്നു മെമ്പർക്കറിയാമൊ?

MR. P. S. MUHAMED : ഇവിടത്തെ കയറ്റുമതി ഇറക്കുമതിയിൽ ഒരു സിംഹഭാഗവും കൊച്ചി തുറമുഖം വഴിയാണു നടക്കുന്നതു്. അതുകൊണ്ടു തിരുവിതാംകൂറിൽ തൊഴിലില്ലായ്മ വർദ്ധിച്ചിട്ടുണ്ടു്. ഇവിടത്തെ കയറ്റുമതി ഇറക്കുമതികൾ നമ്മുടെ തുറമുഖം വഴിനടത്തിയാൽ ഇവിടെയുള്ളവർക്കു തൊഴിൽ കിട്ടുകയും തൻമൂലം രാജ്യത്തുഐശ്വര്യം വർദ്ധിക്കുകയും ചെയ്യും.

MR. JANARDANAN NAIR : ബംഗാൾ ഉൾക്കടലിൽനിന്നും വരുന്ന കപ്പലുകൾക്കു കൊച്ചി തുറമുഖത്തു വരുന്നതിനു കുറഞ്ഞ ചാർജ്ജുള്ളവെന്നും മറ്റു തുറമുഖങ്ങളിൽ കപ്പലുകൾ അടുക്കുന്നതിനു ക്രൂടുതൽ ചാർജ്ജ കൊടുക്കേണ്ടിവരുമെന്നും മെമ്പർക്കറിയാമൊ?

MR. P. S. MUHAMED : നമ്മുടെ തുറമുഖങ്ങളിൽ ചരക്കുകൾ കയറി ഇറക്കുന്നതിനും കപ്പലുകൾക്കു നിൽക്കുന്നതിനും വേണ്ടസൌകര്യമുണ്ടാക്കി കൊടുത്താൽ കൊച്ചിയിൽ അടുപ്പിക്കുന്നതിനെക്കാൾ കുറഞ്ഞ ചാർജ്ജിൽ അലപ്പുഴയൊ കൊല്ലത്തൊ കപ്പലുകൾ അടുക്കും. ഏതായാലും കൊല്ലത്തു ഒരു പീയർ ഉണ്ടാക്കണമെന്നുള്ള ഉപക്ഷേപത്തെ ഞാൻ അനുകൂലിക്കുന്നു.

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[Mr. P. S. Muhamed]

ഇക്കൊല്ലത്തെ ബഡ്ജറിൽ ആലപ്പുഴ പോർട്ടിനെ സംബന്ധിച്ച പറയത്തക്ക സംഖ്യകളൊന്നും ചേർത്തുകാണുന്നില്ല. ഉദ്ദേശിക്കുന്നിടത്തോളം വരവു ഈ കൊല്ലം ഉണ്ടായില്ലെങ്കിലും ആലപ്പുഴ ഈ രാജ്യത്തെ പ്രധാന തുറമുഖമാകയാൽ ഗവണ്മെൻറിന്റെ ദൃഷ്ടി അവിടെ കൂടുതൽ പതിയണമെന്നുള്ള എന്റെ അഭിപ്രായംകൂടി ഇവിടെ രേഖപ്പെടുത്തികൊള്ളുന്നു.

MR. K. KUNJU PANICKER: Sir, I support the motion before the House. Of the three important ports in Travancore, the Quilon port stands second in importance. Formerly even sailing vessels were constructed at Quilon and there was traffic between Quilon and Ceylon by means of sailing vessels. Statistics for the years 1114 and 1115 will show that while 368 and 220 steamers touched Alleppey, 77 and 43 touched Quilon. With regard to sailing vesssels while 97 and 34 respectively touched the Quilon port in 1114 and 1115 only 29 and 36 touched Alleppey. I submit, Sir, that while in 1114 only 29 sailing vessels touched Alleppey, 97 vessels touched Quilon port. That shows the volume of trade which is going through the port of Quilon. Looking to the natural advantages as a port, Quilon, I should submit, stands foremost on the western coast. The one defect with reference to the ports on the Indian coast is that there is no rocky beach or coast-line. With reference to Quilon I beg to point out that there is a rocky coast line on the side of Thankasseri up to the Neendakara Bridge. This goes further into the sea thereby preventing the possibility of the silting of the sea shore way by the sand. That is an advantage peculiar to Quilon. But there is a disadvantage also; whereas there is a mud bank on the Alleppey side which gives a peaceful sea, there is no mud bank in Quilon.

PRESIDENT: The real difficulty with regard to Quilon is the current.

MR. K. KUNJU PANICKER: But there are other advantages also. While there is a light-house at Alleppey Quilon has a better light-house though it is at Thankasseri. There is a pier at Alleppey as well as at Valiathura, Trivandrum, but there is no pier at Quilon. It is a very great disadvantage. In Quilon latterly there is the development of the cashewnut industry for which many steamers go to and fro. The ilmenite industry attracts sea going vessels to Quilon. There are other sea going industries also. So when we consider the disadvantage which the Quilon port is undergoing now for lack of a pier. I submit Government should devote their particular attention towards the construction of a pier at Quilon. Sir, the train touches Quilon, but this is not available at Alleppey. Now, of course, the train is extended for the convenience of the Trivandrum port. In Quilon there is the natural convenience of the train, of the Transport bus the canoes and of the different industries like cashewnut, ilmenite and other ancient industries such as cotton weaving and coir yarn weaving and

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tile making. Considering all these things, the importance of Quilon can never be minimised. The natural importance of Quilon should be augmented by the effort of Government by adding a pier to Quilon. With these words I support the motion.

MR. KANNANTHODATH JANARDANAN NAIR: Sir, I accept the principle of the motion. When I say that, I should not be understood to be opposing the proposal for the construction of a pier at Quilon. Because of my long connection with Quilon, because of my vested and other interests there, I am very much handicapped to explain the actual position regarding the construction and the benefit of a pier at Quilon.

Sir, it appears to me that the position is like this. According to the Interportal Trade Convention we are able to levy an export duty. When we entered into the Cochin Harbour Scheme, the export duty that ought to have gone to this State was by some reason or other included along with the receipts of the Cochin Harbour and was sought to be given back as a portion of the total receipts. If my information is correct.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI: Sir, may I know whether the member is aware that the export duty is not included in the sharing of the customs revenue

PRESIDENT: Order, order; I think I must correct the members, in regard to this. Export duty has been preserved to this State both under the Interportal Trade Convention and under the Cochin Harbour Agreement. The Cochin Harbour Agreement expressly says that it will deal only with the import duties collected at the ports from Quilon to Munambom. So the question of export duty does not arise.

MR. KANNANTHODATH JANARDANAN NAIR: If my information is correct, all the ships that come to our ports from the Bay of Bengal have to pay higher rates than the rates they have to pay to call at the Cochin Harbour.

PRESIDENT: It was, just now the Cochin Port is one of the most expensive ports in India.

MR. KANNANTHODATH JANARDANAN NAIR: Sir, I base my statement on the information that I have received and on the fact that the rice imported into Travancore is first imported into Cochin and then brought here through the water ways. If the rate to the Cochin Harbour is not cheaper than the rates to any of the Travancore ports, I wonder how rice is imported into Travancore through Cochin and not through the Travancore ports.

MR. M. R. NARAYANA PILLAI: May I know whether water communication is not cheaper than land communication?

MR. KANNANTHODATH JANARDANAN NAIR: That is exactly what I mentioned. Because it was cheaper to import rice to Cochin Harbour and bring it to Travancore through the water ways, rice is not imported into Travancore direct. The cost of taking things from the ships to the godowns in port area at Cochin is very much less even in ordinary times compared to that in our ports not to mention of its enormous increase in our Port areas in monsoon

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[Mr. Kannanthodath Janardanan Nair]

times—and hence goods are shipped into Travancore through the Cochin Port. So unless we are able to reduce that charge, with or without a Pier, we will not be able to divert the trade to our Ports. The cheapness of transport through waterways, also press for such a reduction and contribute much to the present diversion of trade to Cochin. Therefore, Sir, I doubt very much whether any investment on a pier at Quilon will in any way contribute either to the rise of the commercial and other transactions of Quilon or to the increase in the revenue of the State. Inspite of any such investment for the Pier the condition of Quilon with regard to export and imports, I am afraid will not improve unless along with it other serious disabilities such as the existance of currents rocks etc., are done away with or checked thereby making it a major Port cheap and conivnient for shipping. So Sir I neither support nor oppose the motion.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI: May I know whether the member is of opinion that there is real necessity for constructing a pier at Quilon?

MR. KANNANTHODATH JANARDANAN NAIR: I said at the very outset that I am not against the proposal for constructing a pier at Quilon. On the other hand I was holding the opinion that unless Quilon is going to be converted to a major port a pier alone will not improve the existing facilities or conditions.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI: May I take it that the member agrees to that?

PRESIDENT: Yes.

MR. M. L. D'CRUZ: I wish to make a few observations regarding the improvements to be made to the Trivandrum Port. The Trivandrum pier was constructed as long ago as 1913 and since it was constructed, the Railway to the City was extended and business increased. From the accounts of the imports, it is apparent that the Trivandrum Pier imported in 1922 only about two lakhs and now it has increased to six to seven lakhs per year. Considering the necessities of the Trivandrum pier. I can strongly say that it requires improvement, especially as it has more anchoring facilities for steam ships in this port than in any other ports in Travancore. If the present pier is extended still further, I am sure that imports can be had through this pier, even during some months in the Monsoon period.

Another point to which I wish to draw the attention of Government is the condition of the storing godowns in Trivandrum port area. Now, much difficulty is being experienced with regard to the storage of goods at the port premises and the present charges levied by the customs for storage are also higher than those in Cochin or any other ports in the Malabar coast. My friend Mr. T. C. Kesava Pillai was refering to Leeapuram Port and its possibilities to improve. I may tell the house that few months ago, I had the opportunities to

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attend landing of cargo through that Port and from the experience it is evident that the vessels cannot anchor closer to the coast as there is rock-beds to a distance of 2 to 3 miles. When Schooners of less loading capacity cannot anchor closer then I may ask the honourable member how steamers can take their anchorage? With these observations, I support the motion.

RAJYASEVAPRAVINA M. K. NILAKANTA AIYAR: Government have already recognised the necessity for constructing a pier at Quilon. Representatives of certain Engineering firms were got down and consulted. The work may have been started, but for the war. The materials cannot be got and steel is not available. I can assure the House that the work will be started as soon as war is over.

PRESIDENT: There are a number of questions that have been raised on this matter and I think it is essential that the policy of Government with regard to Ports should be formulated. The Cochin Harbour Agreement, as I said before, deals only with import duties. The export duties to the extent that we can impose them are unaffected either by the Inter—Portal Convention or by the Cochin Harbour Agreement. The Cochin scheme however, has involved a very great expenditure in regard to several stages of which this Government have contributed their one-third share. The Cochin Harbour was developed at a very rapid rate and its progress might be said to have been extraordinary, as indeed is known from the profits or our share of the profits that have been derived and have been included in the Budget. But the very expenditure or the largeness of the expenditure and the present abnormal conditions have made it necessary in these difficult times for Cochin willy-nilly to increase the landing, shipping and other fees. The result therefore is that Cochin is getting to be somewhat less attractive to ships than it used to be before. A review of the statistics regarding the Cochin Harbour would disclose this circumstance. The duties and revenues of Travancore depend upon the prosperity and increase of trade in Cochin. This does not mean of course that we should neglect our own ports which have several definite advantages.

I may also mention another circumstance in order that public attention here and elsewhere may be focussed on that matter. The Cochin Government authorities are endeavouring to impose income-tax and super-tax upon Travancore concerns which ship their produce from Cochin. In other words with reference to the shipping of tea or ilmenite or other produce that is taken into Cochin, the Cochin authorities, under their present Incometax law, are endeavouring to tax them as carrying on business in Cochin so that some of those large concerns may have to pay a double dose of income-tax. In the case of Cochin there is no reciprocity and no deduction or no preventive against double taxation. As between Travancore and British India, there is a policy of reciprocity and an allowance for double taxation. As between Cochin and Travancore, that policy has not yet been implemented, though I am full of hope that the Cochin Government, which has throughout evinced great co-operation to bring about the best relations between the two States, will give its attention seriously to this

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[President.]

matter. I am mentioning all this for the purpose of showing that there are still many grounds for concentrating upon and not losing sight of the development of our ports. The conclusion to be drawn from all these circumstances is that there is considerable room for the improvement of the Travancore ports and for making them efficient places for export and import. Government are therefore paying special attention to Alleppey and Quilon and are likely to pay special attention also to Leepuram, of which mention has been made. The trouble, however, in regard to Quilon has already been referred to in the debate. The trouble is that unlike Alleppey there is no mud bank and therefore there is no shock absorber against the terrific onslaught of the surf and the current which on that part of the coast are very excessive. The pier therefore can be considered only side by side with other expedients like groynes for the purpose of checking the force of the surf. The construction of the pier originally undertaken at a particular estimate was, on further consideration, found to present more difficulties than at one time seemed to be likely to confront this Government on account of the additional precautions that have become indispensable. The cost has therefore increased. It is that and that alone which has made a certain amount of delay in this matter.

The motion was thereon with drawn.

The Demand was then put to vote and carried.

The grant was made.

DEMAND XVIII - EDUCATION —GRANT TO TRAVANCORE UNIVERSITY.

DR. K. L. MOUDGILL: I move under demand XVIII for a grant of Rs, 8,25,000 to the University of Travancore.

Motion Nos. 1 to 3.

MR. P. NARAYANA PILLAI :

1. To omit the allotment of Rs. 82,24,000 for grant to the Travancore University

MR. P. NARAYANA PILLAI :

2. To omit the allotment of Rs. 8,25,000 for grant to the Travancore University

MR. P. NARAYANA PILLAI :

3. To omit the allotment of Rs. 8,25,000 for grant to the Travancore University

MR. KAINIKKARA M. PADMANABHA PILLAI: I submit that the motion is out of order because either it should have been a motion for reduction of one rupee or it should have been a motion for a omission of the whole allotment for the Women's College. It is neither of them and therefore is evidently a motion which is out of order.

MR. PUTHUPPALLI S. KRISHNA PILLAI: Motions 1, 2 and 3 are inadmissible

PRESIDENT: I should like you to elucidate the matter.

MR. PUTHUPALLI S. KRISHNA PILLAI: A motion for omission of an alotment is unlike a cut motion, a substantive motion, that is a principle merely stating that no allotment need be made, under a particular demand. Here this is intended to be discussed as a cut motion. (1) to

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